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street

ISSUE
140

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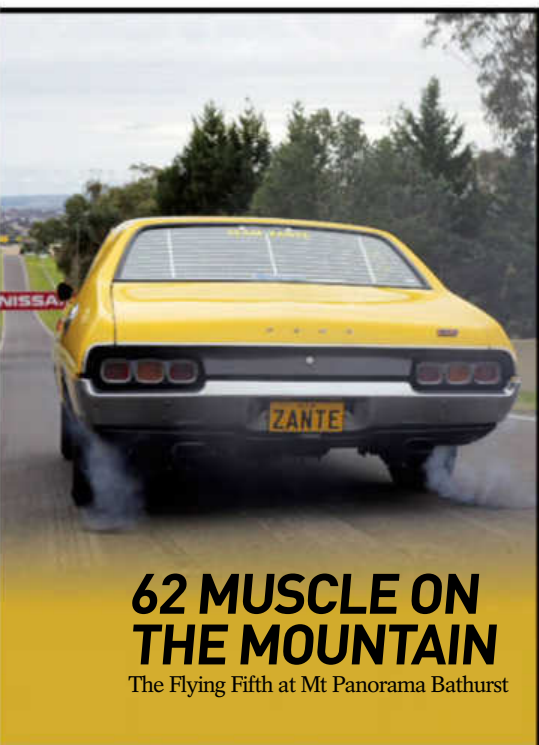
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The Flying Fifth at Mt Panorama Bathurst





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THE CARS. *THE SCENE.* THE GARAGE!

THE FINISH LINE

THE ENGINE FOR WILD VIOLENCE IS
GETTING CLOSER TO COMPLETION...

Welcome to the latest issue of Street Fords. It's been a very long while since I have done an update on Wild Violence (my twin turbo XY Falcon build). Things have been very busy around the office during the day with no time off to do anything. After hours it has been pretty much the same thing as I have been helping my brother out at his workshop Velardi Restos. The workshop has been going really well, in fact there has been a steady flow of cars coming in and out. Some have been full on concours restorations of genuine Falcon GT's. Others have been some minor jobs such as a quick paint and panel repair, tidy ups and so on. There's even been a few non Ford related cars coming in, which makes for a nice change. One of those has been a 440ci '69 Charger. You know the one like in the old TV show the Dukes of Hazzard.

Getting back to my XY aka Wild Violence, last time I wrote about it, I had pulled the engine down to revise a few things such as adding an external Petersen R4 oil pump, SCE 'o' ring style copper gaskets and a few other items too, such as the modifying the ASR sump to suit the external oil pump and to have a new custom crank pulley machined up. This is all in the effort of making the engine a bit more reliable. Currently the engine has been fully assembled by Bill at BK Race Engines. At the moment we are waiting for my Aeromotive fuel system to arrive from the USA.

Originally I had a pair of electric Fuelab fuel pumps that did the job just fine when

the engine was on the dyno last. Bill prefers to use a mechanical pump for increased reliability and less draw on the charging system, once the engine is fitted in the car. By going the R4 external oil pump, we are able to piggy back the Aeromotive pump off the back of the R4 with ease. So as soon as that arrives it's dyno time! The rest of the XY is pretty much ready to go except for some wiring and basic front end assembly. So fingers crossed there are no hiccups on the dyno, and then I can finally see the finish line on this build...

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Fords Truly,



Roy Velardi
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**THIS IS ALL IN THE EFFORT OF MAKING
THE ENGINE A BIT MORE RELIABLE**



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SPIN DOCTOR



THE EXACT SAME ITEM OR THING CAN HAVE POSITIVE OR NEGATIVE CONNOTATIONS; IT'S ALL IN THE WORDING

Spin is something that we're used to from politicians and marketing spiels. Heck, even writers like me use the same technique to still say nice things in the occasional stories we write that we might not actually be all that excited by or interested in. But spin goes beyond these realms and is used by all sorts of people and groups to make things sound a positive instead of a negative. Here are just some examples and I'm sure you can think of more.

SPIN THAT BUSINESSES USE;

The engine block isn't used; it's seasoned. I saw this one in the ad for an SVO X302 crate motor.

It's not rusty; it's weathered. A mate once told me this was a deliberate stage of production for new Rolls Royce engine blocks (before machining them, obviously).

It's not an obsolete car part; it's new old stock (NOS, also known as new obsolete stock). This is common terminology used by vehicle restorers.

It's not drifting; it's advanced car control. This was a clever description used by Marulan Driver Training Centre.

It's not a sticker pack; it's a Limited Edition. And, it's not the poverty pack; it's entry-level. Both have been used by almost every car manufacturer's sales department, ever.

It's not a lie; it's just implying something that isn't true. What made me think of this was a case where a product's packaging was made in the USA but the performance parts inside that packaging were not.

It's not "cash for comment"; it's a "live read" of an ad by (some or all of) the radio program's hosts, and therefore legal. But since the voice/s reading it are the same as the rest of the program, they get at least half way through the read before you realise it's an ad.

SPIN THAT PRIVATE SELLERS HAVE USED;

It's not neglected; it's unmolested. This is a regular word choice in classic car ads.

It's not a replica; it has an "appearance package". I saw this one for a Mustang GT350 in a US-based online classifieds.

It's not old and worn; it's aged, or pre-loved. More used-car sales wording.

They're not bullet holes; they're speed holes. This one was actually a dodgy salesman on The Simpsons. It also reminds me of the damaged paint on Bumblebee (as a car) that was described as "custom" by the salesman in the original Transformers movie.

SPIN THAT VENUES USE;

It's not a race track; it's a scenic drive. This was how Mt Panorama in Bathurst, NSW gained approval and government funding in the latter part of the Depression era.

It's not a private race track; it's a driveway. In this case it's an unnecessarily long driveway that loops back on itself in two different ways, as was built for a wealthy person on the NSW Central Coast after losing their licence.

It's not a racing circuit; it's a driver training centre. This is how Marulan Driver Training Centre established itself five years before gaining CAMS track licences.

SPIN THAT RACERS MIGHT USE;

It's not traction/launch control; it's actually just a lower rev-limit whilst

stationary. Sometimes it will be activated by the brake light on a drag car, or a button on a circuit car.

It's not racing; it's a multi-car speed event against the clock (where "racing" is specifically not permitted). This is how CAMS describes Supersprints. Hillclimbs are also Speed Events, not racing. Meanwhile motorkanas and khanacross are actually non-speed events (so definitely not racing either, but still competitive motorsport).

It's not a burnout; it's a tyre-warming procedure. CAMS hillclimbs changed the name to avoid the stigma and to give less weight to any argument from some tracks' complaining neighbours.

SPIN APPLICABLE TO MODIFICATIONS;

That's not a modification; it's just a non-genuine (or re-manufactured) replacement part. I wrote a much more detailed explanation of this in an earlier issue. In short, if parts are obsolete after a number of years (seven for Fords now) then how can authorities expect you to keep using genuine (and they don't).

It's not a windscreen; it's a wind deflector. There's a shortened XD with no roof called SQUIRT that was built for Summernats but used technicalities like this to gain road rego.

That's not a luggage compartment and boot lid; it's a protected area for the fuel tank and an oversized filler flap. I saw this on a Torana that had its fuel cell in the boot, but there was no rubber to seal it from atmosphere to which it, and its filler, must be ventilated.

Cheers,

Sam Hollier - DEPUTY EDITOR
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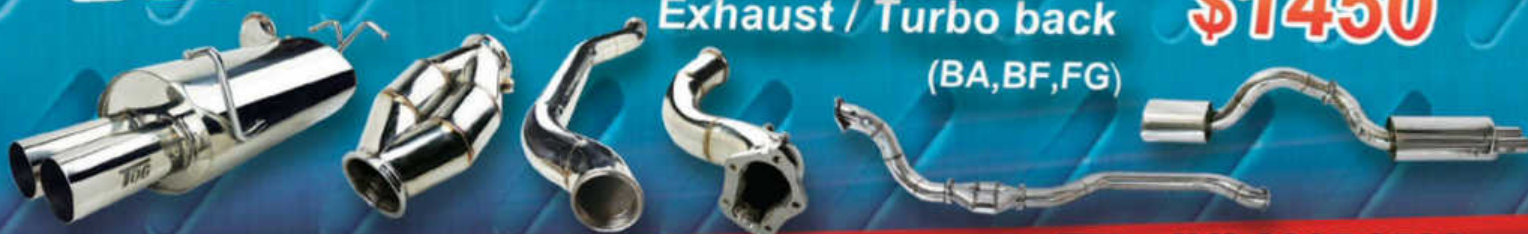
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BITTER SWEET

THE BITTERNESS OF POOR QUALITY IS REMEMBERED LONG AFTER THE SWEETNESS OF A LOW PRICE HAS FADED FROM MEMORY...



It's an old cliché but a very true one that stands out in a lot of what we do in this sport and profession. We have all heard it before, if only I brought it to you first. It's unfortunate that so many people go into building a car without any prior knowledge, or only just enough to get themselves into trouble. There are so many pitfalls along the way, even for the most experienced builders. Two of our recent jobs have come from customers that had already spent good money having someone else start the job. Regardless of what price you are given as an estimate, get some evidence of the persons/shops work before you let them anywhere near your car.

It could be photographic evidence of their previous work or get the names of some of their past customers you can talk to. You're only going to get names of the good customers but it's better than none at all. Do your research and put together a realistic budget of what the car is going to cost. Start with the big items and don't under estimate the real cost. For example, the body \$20K, paint \$20k plus driveline, suspension, brakes, fuel system, interior, chrome, and wheels etc. Don't con yourself into believing that you can do it cheap, it just doesn't happen.

Use the best you can afford and don't start if you don't have the budget. You will be stuck with an unfinished shell and boxes of parts. Last year I bought an XY sedan that

had been stripped and started. I thought it would be a good shop car when things were a bit slow to fill in the gaps between jobs. Well that hasn't happened and it's still sitting another unfinished shell and boxes of parts just sitting there collecting dust.

The XY came with a 347 baby BOSS, 289/302 Windsor bottom end with a SCAT stroker kit, Cleveland quenched cast heads etc. This looked like all I needed to build the engine, just pay Shane at Shanes Race Engines to put it together and engine dyno it. I dropped the parts off and got him to look over them to see what we else was needed. It didn't look too bad at first then it all started.

The gaskets were not BOSS; the sump was hitting on the crankshaft girdle and ARP studs. The harmonic balancer was touching the water pump housing and the pulleys didn't line up. I should have known too good to be true really is 'too good to be true'

Once the machining and assembly started it was discovered that the pistons we had were Windsor pistons and not BOSS so it had the wrong fly cuts. The correct Diamond 347 pistons are not an off the shelf item so \$1300 later we were good to go! Well nearly, the bores had to be clearanced for the oversized valves and the purpose made pistons were also machined for clearance. Maybe now we were getting somewhere, hang on these rockers aren't correct you need some new rollers and pushrods said

Shane. Bloody hell! What looked like a steal was turning into just a good deal...

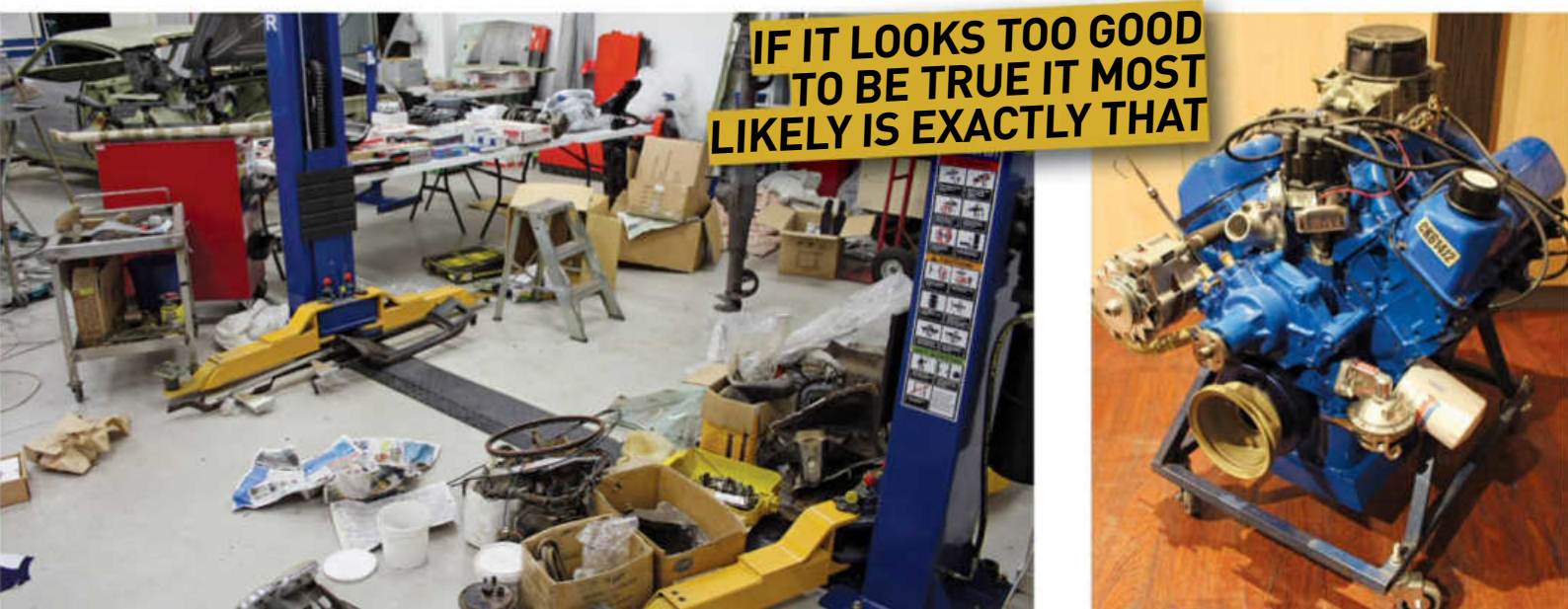
Come dyno time, a new 750 Holley, distributor, alternator, leads, plugs, oil yeah, yeah enough already. Pull the string and we were away. Shane does all the things that have to be done and then says this 'seems a bit flat' so he takes off the new carby and swaps it for the identical one from another engine and bingo good power with better response. WTF! It's time to send the new one back for warranty.

The lesson here is don't believe what anyone is selling a job lot that tells you that everything's there to build it and if it looks too good to be true it most likely is exactly that.

The up side now is that I have a very nice 347 BOSS that made 454hp @6100 and 402lbft @5700 using all Ford casted parts which makes it look like a very factory Ford engine. Now it sits with all the other boxes and the XY that hasn't been touched yet.

Maybe I should be taking my own advice sometimes. Just remember what Henry Ford once said 'Quality means doing it right when no one is watching'

Cheers
Howard Astill
Astill Design



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STB135_02



LO



WORDS BY SAM HOLLIER
PICS BY ANDREAS PHOTOGRAPHY

ANTHONY RISK'S 1966
MUSTANG COUPE IS LOW,
MEAN AND LOUD, AND HIS
LITTLE BOY JUST LOVES IT

LOW RISK

"At first my two year old boy Christian could not fathom the sound or the mean look" begins 35 year old truck manager Anthony Risk. "Now he cannot spare a minute out of it. The car was built around him."

Anthony's 1966 Ford Mustang coupe is certainly a sinister-looking, and sounding, thing so little Christian's reaction is entirely understandable, as is his

attachment to daddy's car now that he has grown accustom to it.

Anthony summarised the build of the Mustang in three very succinct points; "worked really hard, long hours, great team behind it." As for who that team was, Anthony said "Special thanks to my Wife Lisa for her patience, car builder Wayne Grima, Brett at Mack247 (fittings and hoses), Mick Turbo for the engine build, ABAL Towing, and my close family and friends for all their help."

**"AT FIRST MY
TWO YEAR OLD
BOY CHRISTIAN
COULD NOT
FATHOM THE
SOUND OR THE
MEAN LOOK"**





Apart from the bonnet cowl and the wheels the exterior looks original. It's amazing what a difference those two simple changes can make

Kill them all with blackened...blackened.
The modified 351ci Windsor and engine bay are as black as the rest of the car



METAL WORK

The 1966 Mustang coupe retained the original body shape first offered to North American customers in 1964, and this example retains every bit of that early-Mustang nostalgia with the notable exceptions of a tall bonnet cowl and massive wheels.

Underneath that cowl is the tall air filter for a rebuilt and modified 351ci Windsor V8, which is also a noticeably bigger engine than the largest option in a '66, the little 289ci V8, but from the same family. The bottom end of this '51 has a re-machined block and crank, I-beam conrods and SRP pistons plus a Rollmaster timing chain and a custom solid cam with 0.58in lift, 242deg advertised duration, and 114degrees lobe separation.

The combination also includes Manley pushrods, Comp Cams roller rockers, ported and reconditioned cast iron heads, an Edelbrock Super Victor manifold, a Holley carburetor, Aeroflow fuel lines and



The rear wheels are 20x10in and required tubs to fit

YOU'LL HAVE NOTICED BY THIS POINT THAT THE CAR FEATURES QUITE A LOT OF BLACK



fittings, and an MSD ignition system. The exhaust consists of 4-into-1 headers with 1 3/4in primaries and a 3in system that terminates a bit early.

The transmission is a design as old as the car, but just as refreshed, in the form of a rebuilt C4 3-speed. It connects to the engine via a 4,000rpm converter. There is a custom tailshaft behind it transferring

drive to a 9in diff with an LSD centre and 4.11:1 gears.

The huge wheels are Simmons FR, specifically 19x8in on the front and 20x10in on the rear. This also meant that the Mustang shell had to be tubbed to accommodate those rears, especially when the body sits so low over them. The suspension has also been modified and includes a set of adjustable traction bars.



THERE'S QUITE A LOT OF NOSTALGIC ORIGINALITY IN THE CABIN, BUT THERE ARE ALSO A HANDFUL OF MODIFICATIONS THAT STAND OUT





INNER LININGS

You'll have noticed by this point that the car features quite a lot of black on the body and in the engine bay, and there is plenty more of the same throughout the interior. There's quite a lot of nostalgic originality in the cabin, but there are also a handful of modifications that stand out.

Anthony has chosen an aftermarket wheel and pedals, as well as Classis Instruments gauges in the original dashboard plus an additional Auto Meter tacho mounted sown low. He also chose to keep the audio simple with a basic push-button AM radio, while there is a B&M shifter for the aforementioned C4 transmission.

The boot is neatly carpeted, again in black, and hiding under that carpet the way a child hides under a blanket is a large fuel tank that is filled from the original filler cap at the rear.

ALL DONE

Anthony's 1966 Mustang coupe was built to be a very tough cruiser and that's exactly what it is. The project started in 2012 and was completed in 2014. Since then he has been enjoying sharing the experience of cruising in it with his son and nephews as well as other family and friends. He also likes taking it to shows and events such as Bathurst Autofest. ■



FORD FACTS

OWNER:

Anthony Risk

VEHICLE:

1966 Ford Mustang coupe

PAINT:

Black

STYLING:

Restored, bonnet cowl

ENGINE:

Windsor V8, 351ci

ENGINE MODS:

Re-machined block and crank, I-beam conrods, SRP pistons, Rollmaster timing chain, custom solid cam (0.58in lift, 242deg adv' dur', 114deg lobe sep'), Manley pushrods, Comp Cams roller rockers, ported and reconditioned cast iron heads, Edelbrock Super Victor manifold, Holley carburetor, Aeroflow fuel

lines and fittings, MSD ignition system, large aluminium radiator

EXHAUST:

4-into-1 headers (1 3/4in primaries), 3in system (terminates early)

TRANSMISSION:

C4 3-speed, B&M shifter, 4,000rpm converter, custom tailshaft

DIFF:

9in, LSD, 4.11:1

SUSPENSION:

Aftermarket shocks and springs, rear traction bars

BRAKES:

Wilwood calipers and 330mm discs front and rear

WHEELS/TYRES:

Simmons FR 19x8in and 20x10in, Kumho Ecsta KU19

INTERIOR:

Black vinyl upholstery, aftermarket wheel and pedals, Classis Instruments gauges, low-mounted Auto Meter tachometer

TUNES:

AM radio

ANYTHING ELSE:

Mini-tubs

COST:

"A lot of dollars" (\$30,000 purchase plus modifications)

WHO'S RESPONSIBLE:

"Special thanks to my Wife Lisa for her patience, car builder Wayne Grima, Brett at Mack247 (fittings and hoses), Mick Turbo for the engine build, ABAL Towing, and my close family and friends for all their help"

HE ALSO LIKES TAKING IT TO SHOWS AND EVENTS SUCH AS BATHURST AUTOFEST





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TIME FOR A **QUIK E!**

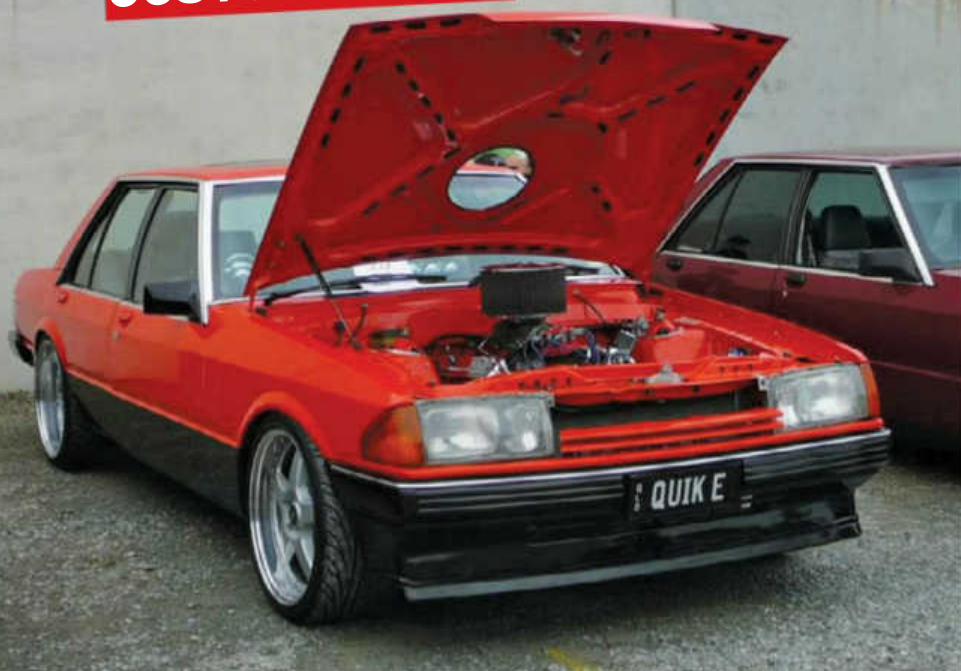
David Waddington's XE is coming along nicely. It previously sported a stout 351 2V headed Cleveland that made around 350rwhp. Since then he has pulled the car apart and is now stepping up the driveline including an all new engine build.

The new combo will be a solid roller cammed 393 Cleveland with 4V heads with a custom intake. Sitting on that intake is a really cool Mooneyham Magnesium 6/71 supercharger! A bird catcher scoop along with mechanical fuel injection will feed the air and methanol fuel mix to the hot Clevo below. The engine will be built by David and a mate in his shed.

The engine is secured with custom engine plates and the power will be transferred with a fully prepped manualised Powerglide with a 3500rpm Dominator convertor. Naturally a Ford nine inch, albeit a custom sheet metal housing one along with Strange alloy centre with 3.73 gears and 35 spline axles will take the punishment from the blown small block with ease. A ladder bar rear suspension has also been fitted.

Pulling the XE up from high speed is a set of lightweight Strange discs and calipers fitted all round. The 19x8 and 19x12 inch Simmons complete the look of the tough XE. Stay tuned to Street Fords for an upcoming full feature upon completion... ■

THE NEW COMBO WILL BE A SOLID ROLLER CAMMED 393 CLEVELAND WITH 4V HEADS WITH A CUSTOM INTAKE





WE WANT YOUR PICS!

Have you or a mate got a Ford under restoration/in the build, about to get restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)



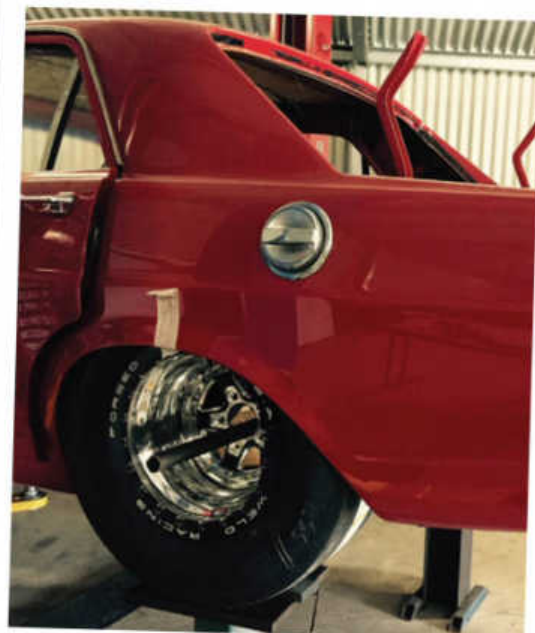
PEDAL 2 METAL FABRICATIONS

Check out this very tough XY that's having a stack of done by Steve at Pedal 2 Metal Fabrications in Sydney's West. Steve builds tough streeters and has been building drag and circuit cars for over 25 years, but has been doing it full time for the past 3 years. Some of the work he has done to the XY includes a custom braced chromoly diff housing using Race Products street /race floaters 40 spline axles.

Wilwood disc brakes have been added all round. Street/strip 4 link with chromoly 4 link arms and diagonal track locator has also been fitted. Coil-over shocks and an anti-roll bar, round shoulder wheel tubs and 6 point chromoly roll cage also

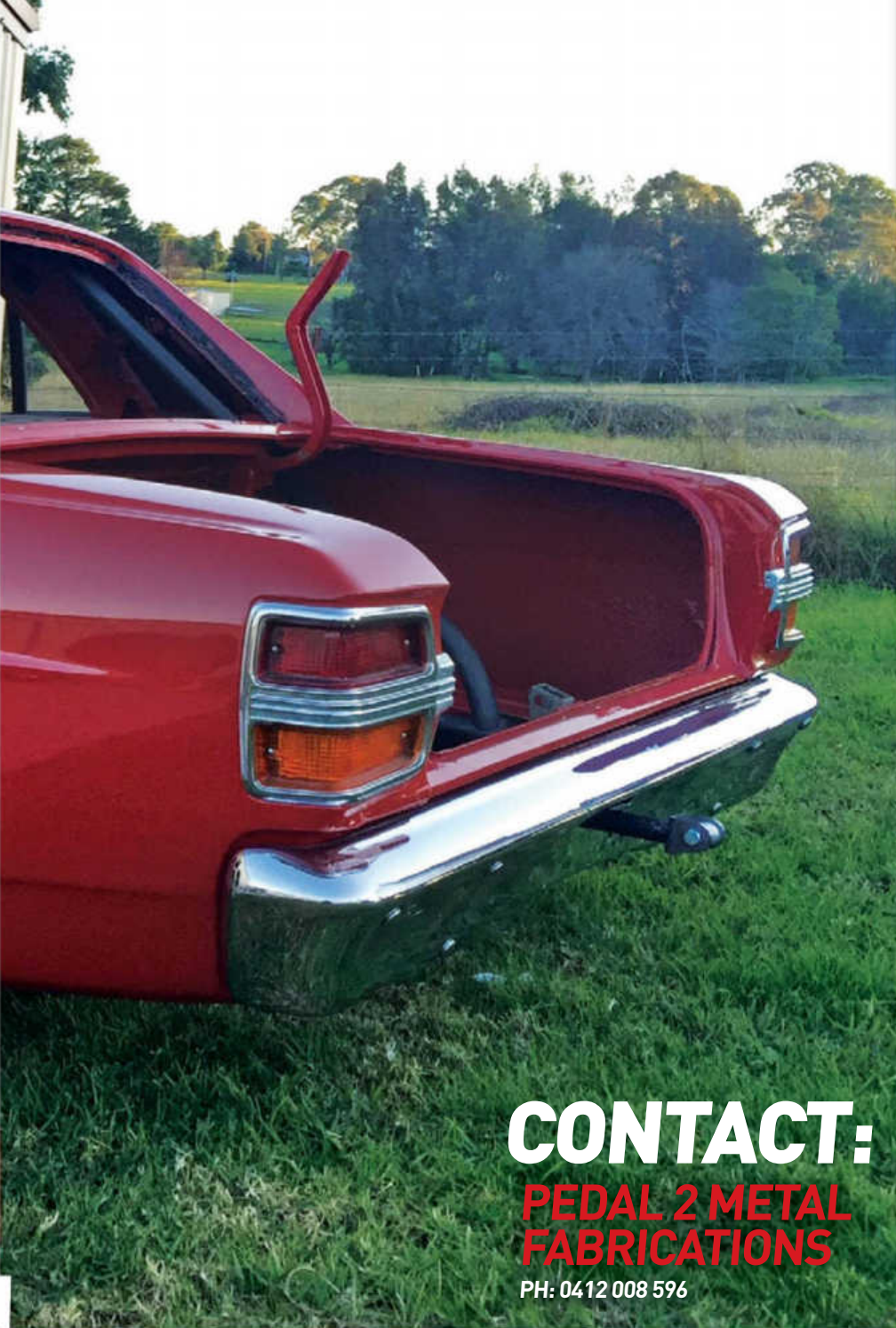
made the list. Chromoly tube chassis connectors with cross member connectors and removable gear box cross member has also been custom made and fitted. A removable parachute and anchor bracket was also made along with a T6 aluminium front engine plate and T6 aluminium mid-engine plate. The trans tunnel has been raised to provide a lower ride height.

The engine of choice is a 351 Windsor stroked out to 454-460ci using a Dart block, Eagle rotating assembly with CHI 225 heads and a big solid roller camshaft. It made 780hp/660ftlbs on 109 race fuel. Al's Race Glides built the C4 gearbox with a 5500rpm stall converter that will take the punishment easily! Stay tuned for further updates as they happen... ■



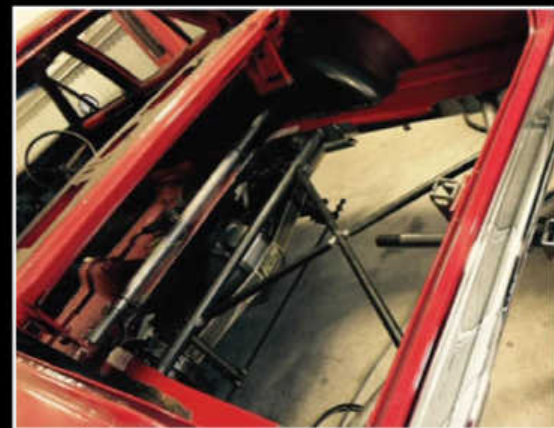
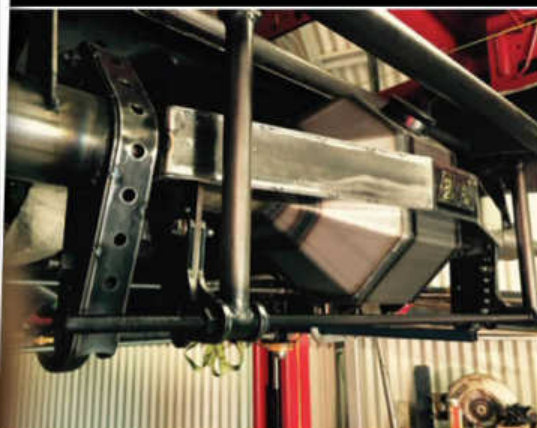
WE WANT TO SEE YOUR SHED OR WORKSHOP!

Have you or a mate got a shed or workshop that we should see and include in the magazine? It might be a paint and panel shop, engine/mechanical workshop or even a shed/garage full of cool cars in the build, about to be restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)



CONTACT:
PEDAL 2 METAL
FABRICATIONS

PH: 0412 008 596



HI HO SILVER!

Leigh Fallon is a typical Aussie bloke. He works hard and on the weekend he likes to go hard. By that we mean he likes to race his XW Ute hard! His sky-reaching Falcon has run deep into the 9's. It wasn't always this way though.

It started out as his daily driver for around 5 years when it was white with blue trim and a little 302 Windsor between the shock towers. It was running 11's back then and then the drag racing bug hit him so it was time for a rebuild.

It's now running a stout 434ci Windsor with AFR heads built by Sandro at SCM Race Engines in WA and is making over 700hp easily. Backing it is a built C4 box fitted with a 6000rpm All Fast convertor. Naturally there is a nine-inch out the back and it runs 4.45 gears. Leigh's wife Tianah fully supports Leigh in racing his Ute, in fact she's always telling him to upgrade this and that on the XW so he doesn't break it and miss out on any race meets! Don't ever lose her Leigh, she is a keeper! ■

IT STARTED OUT AS HIS DAILY DRIVER FOR AROUND 5 YEARS



WANTED! STREET FORD OWNERS!

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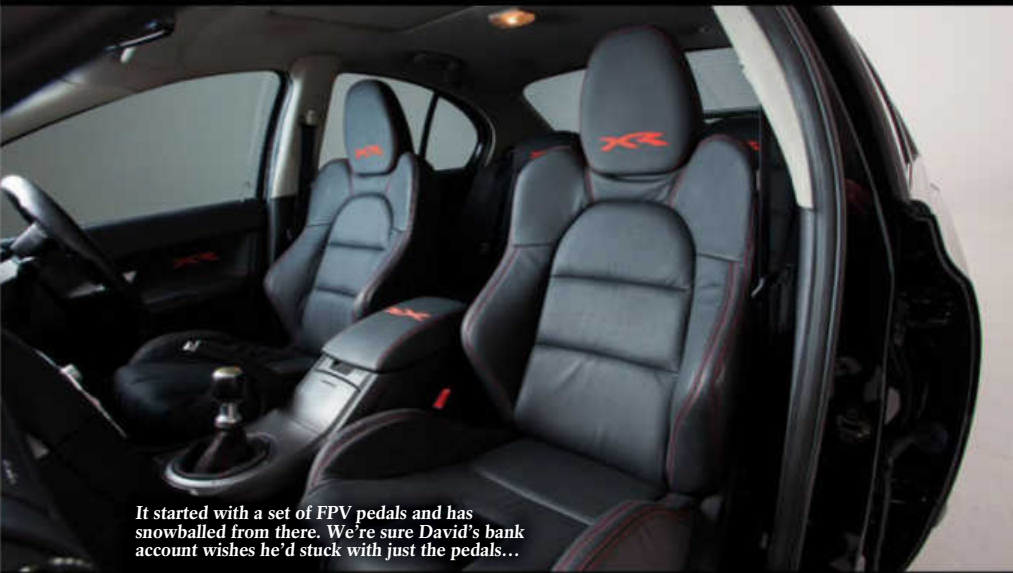
BAD MEDICINE



IT AIN'T HEALTHY FOR ONE'S WALLET,
BUT BOY DOES A BUILD LIKE THIS
PUT A SMILE ON YOUR FACE

PICS: ERIC TANG





It started with a set of FPV pedals and has snowballed from there. We're sure David's bank account wishes he'd stuck with just the pedals...



Bad, blown and begging to be punished, here's an XR8 that demands attention. Manager 30-yearold David Athanasio bought the XR8 for \$60K and has since spent half that again making it into one of the baddest BAs on the block.

David managed to grab the four-door as a special with full leather interior and a stack of options. Because it was a company car, and given FBT implications, he couldn't go over \$60,000. He ordered pedals, a CAI and full Herrod exhaust system. "It was my first V8 in 12 years and at first was quite quick enough for me." At first...

David left the company and paid out the car so he could keep it, getting John from Intune Motorsport to fit up a Powerdyne supercharger and flash tune for 300rwkW. Along the way a six-speed Tremec was installed by Smithfield Diff and Gear. A brass-button was thrown in, still in place today with the current output.

A bit of styling came next, with Guy Tassell from Tassell Automotive fitting a set of Auto Meter gauges. The new suspension also went in, but by now David was used to be power again. Wayne Newby of Newby Engineering fabbed up a custom pulley set-up for the blower, but it failed soon after given the internal belt of the Powerdyne being



"IT WAS ERRATIC AND UNDRIVABLE. IT'S COMMON KNOWLEDGE THAT AT APPROXIMATELY 20PSI OF BOOST THESE ENGINES START BLOWING HEAD GASKETS"

Note how the factory water bottle had to be relocated to accommodate the Procharger. The Devil's Own System injects a water and alcohol mixture under boost control conditions. Clever





**"IT WAS MY
FIRST V8 IN 12
YEARS AND
AT FIRST WAS
QUITE QUICK
ENOUGH
FOR ME." AT
FIRST...**

unable to handle the pain when step things up. But Wayne wasn't giving up, he added a Kevlar belt and new gears, the impeller failed and went through the engine on the dyno for tuning at Intune.

The car went to the side for a couple of years due to the financial constraints of a divorce. Bummed about prior failures, David decided on a high-comp natmo set-up when he could afford it. Duncan Foster Engine Reconditioning built the engine tough to produce just over 290rwkW. "However, the bug for more power started to bit again."

Around this time Ralph from Smithfield Diff and Gear installed the Dana Spicer 4.10:1s at the rear, with Bernie at Rams Head Service porting the heads and fitting them out with Manley internals. In fact, you'll find almost the entire Manley catalogue



The brakes are from an FG GT purchased from Race Brakes Sydney



in place. Brand-new FG GT brakes also arrived from Race Brakes in Sydney.

Around a year later David approached Wayne Newby again about supercharging. Enter the Procharger, which funnily enough came second-hand from a race boat. The engine was stripped down again and sent to Duncan Foster Blacktown for Glenn Campbell to work his magic. Everything was then sent to John Feneck at Feneck Race Engines for reassembly. It all bounced around a bit between shops, with Mr Enforcer Engineering manufacturing a custom intake set-up including a provision to fit and run Devil's Own dual-nozzle alcohol injection/boost cooling.





On the dyno the car was now producing too much boost (18psi@4200rpm). "It was erratic and undrivable. It's common knowledge that at approximately 20psi of boost these engines start blowing head gaskets. It was also ejecting the rubber-mounted blow-off valve.

A new belt and pulley set-up from Wayne designed to slow the blower down produced 17psi@5700rpm. With more fuelling, the car made 473.4rwkW@5600rpm.



FORD FACTS



"With the engine tuned and running nice, I contacted Max from Pro Seat Australia, who made me up a new GT-P interior, including seats, door trims, shifter boot and console lid."

It's all complete now and David could not be happier. It makes plenty of power at the right time. It can be tamed... with a steady hand. It's bad in the very best sense of the word. ■

OWNER:

David Athanasio

VEHICLE:

2004 Ford BA XR8

PAINT:

Silhouette Black metallic

STYLING:

Genuine Ford BA side skirts, BF GT front air dam, XR8 rear skirt, rear guards rolled, angel eye headlights, aftermarket taillights

ENGINE:

5.6L Ford BA V8

ENGINE MODS:

Custom piping, 1000cc injectors, Prochatger M-1SC supercharger, Devil's Own alcohol injection, Turbosmart adjustable blow-off valve, polished aluminium overflow tanks, Mellings high-volume oil pump, Ross balancer, ARP balancer bolt, block bored, honed, blueprinted, decked, chemically cleaned and crack-tested, forged 4.165in crank, Manley H-beam conrods, Total Seal/Manley rings, Clevite H-series bearings, custom zero-deck Manley hemispherical dish forged pistons, ARP mains stud kit, alloy heads ported, 1mm oversized 38mm IN/31mm EX Manley Racemaster valves, three-angle valve grind, Manley titanium retainers and NexTek springs, ARP head stud kit, Ford Racing M-6550-GT camshafts, Trickflow lifters, Comp Cams gear drive, custom 8mm Newby Engineering pulleys

POWER:

473.4kW

EXHAUST:

Stainless steel X-Force 2.5in dual system with twin mufflers, Herrod four-into-one headers

TRANSMISSION:

Tremec out of BF, brass-button clutch (single plate)

DIFF:

Dana Spicer diff gears (4.10:1)

SUSPENSION:

Pedders adjustable springs and shocks front and rear

BRAKES:

355mm front and 303mm rear drilled rotors, Brembo four-spot calipers front, FG GT Ford single-spot rear calipers

WHEELS/TYRES:

Lenso Project D1RR wheels (20x8.5in front and 20x10in rear), 225/35 front and 355/30 rear Elangperdana Tyre Industry Accelera tyres

INTERIOR:

Custom leather interior, Ford Momo sports steering wheel, Proseat GT-P leather seats, console cover and door trim inserts, three Auto Meter gauges mounted above centre console, Ford XR8 tacho, perforated leather inserts, FPV pedal set, Dual Zone climate control

TUNES:

Ford genuine Premium Sound System

COST:

\$90,000

WHO'S RESPONSIBLE:

Wayne Newby at Newby Engineering, Johh Houlder at Intune Motorsport, John Feneck at Feneck Race Engines, Brnie Foley at RAMS Head Service, Glen Campbell at Duncan Foster Engine Reconditioning, Adam and Grant Bessington at Fabre Australia, Trip Manley at Manley Performance Products, Max Uqun at Pro Seat Australia, Mohamad and Rabih at Top Ten Tyres, Anthony and Ralph at Smithfield Diff and Gear, Matt At Mr Enforcer Engineering, Andrew Smith at High Definition Detailing



A NEW BELT AND PULLEY SET-UP FROM WAYNE DESIGNED TO SLOW THE BLOWER DOWN PRODUCED 17PSI@5700RPM. WITH MORE FUELLING, THE CAR MADE 473.4RWKW@5600RPM

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WORDS BY SAM HOLLIER PICS BY ERIC TANG

RAW DE



EAL

GAYE AND RONNIE EDLINGTON OWN A NUMBER OF AUSSIE MUSCLE CARS BUT THEY SAY THIS RAW ORANGE XY FALCON 500 GS THAT THEY BOUGHT PRETTY MUCH AS-IS GRABS THE MOST ATTENTION



Gaye and Ronnie Edlington from country Victoria are very much Aussie muscle car enthusiasts. Gaye's other classic is rare Wild Violet XY Futura 302ci V8 manual sedan that the couple had restored rather accurately a few years ago. You may have read about this car in a previous issue.

Another in their collection that you may have read about previously is a Zircon Green XT ex-pursuit vehicle originally used by WA Police's Criminal Investigation Branch that has since been resto-modded with a Boss 302-style engine (302ci Windsor block, Cleveland heads) and a Toploader gearbox.

They don't limit themselves to Fords either, owning collectable Brock Commodores including an original HDT VC and a VK SS that Ronnie had for a few years in the late '80s and then bought back in about 2007 when he and his son stumbled on it by chance after it had been through a thorough restoration of its own.

IN THE RAW

The vehicle in this feature is a Raw Orange 1971 Ford XY Falcon 500 GS sedan. Like Gaye's Futura it has a 302ci Windsor V8 and a Toploader gearbox, but the Edlingtons didn't need to put this car through a restoration before they could start enjoying it out on the road.

Ronnie says "we saw this vehicle advertised and the colour appealed to my wife and I because it was a rare factory colour. It is also a genuine factory GS 302 Toploader (combination) which is very rare. We enjoy going on a Sunday cruise in this car and out of all our cars this is the one that attracts people's attention and we have many offers from people to purchase the car from us."

For the amateur historians amongst you the engine code is Y for the 302W, the trans code is L for the Toploader, and the paint code is D for Raw Orange. The trim code is B for black



Ronnie and Gaye Edlington own multiple examples of Aussie muscle history from the '60s to the '80s



IN THE WORDING

Ford's printed sales pitch, in colour, for the XY GS Rally Pack - with pictures of an orange Fairmont sedan on it which also featured black side stripes, red-wall tyres and tan trim - read exactly as follows;



**145
DOLLARS
AND YOU
LOOK LIKE A
MILLION!**

XY FALCON 500 GS

vinyl upholstery which it definitely has, and then there are the GS Rally Pack's features (see breakout) inclusive of gold side stripes.

Additional options to be found on this Falcon 500 GS sedan include a Super Fringe push-button AM radio, driving lights, a passenger-side external mirror and the deep-pile carpet. It has also had a two-piece front chin spoiler added at some point.

Changes from the factory specs and options include a set of Pacemaker headers on the V8 engine and lowered suspension. The height has been dropped 2in at the front and 2.5in at the rear, plus it has a set of Pedders shock absorbers. The steel 14x6in wheels with their chrome GS covers also wear current-day Bridgestone RE92 steel-belted radial tyres. Other than those details the car remains standard, inclusive of its open-centre differential and 10in drum brakes front and rear. ■



"OUT OF ALL OUR CARS THIS IS THE ONE THAT ATTRACTS PEOPLE'S ATTENTION"



Pacemaker headers are amongst the very few modifications that this XY GS has





The car is considered rare due to its combination of a GS Rally Pack with a 302ci V8 and a Toploader 4-speed gearbox



FALCON'S GRAND SPORT RALLY PACK:

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Order it with the Falcon of your choice - at your Ford Dealer's now.

Going Ford is the going thing!

XY FALCON 500 GS



**GAYE AND RONNIE EDLINGTON
ARE VERY MUCH AUSSIE
MUSCLE CAR ENTHUSIASTS**



FORD FACTS

OWNER:

Gaye and Ronnie Edlington

VEHICLE:

1971 Ford XY Falcon 500 GS sedan

PAINT: RAW

Orange with gold side stripes

STYLING:

Front chin spoiler, driving lights, passenger-side external mirror

ENGINE:

Windsor V8, 302ci

ENGINE MODS:

Mild cam

EXHAUST:

Pacemaker tri-y headers, twin 2in system

GEARBOX:

Toploader 4-speed

DIFF:

Standard (open centre)

SUSPENSION:

Standard layout (coil front, leaf rear), lowered (2in front, 2.5in rear), Pedders shocks

BRAKES:

Standard 10in drums front and rear

WHEELS/TYRES:

Steel 14x6in with chrome covers, Bridgestone RE92 215/65

INTERIOR:

Black vinyl upholstery, bucket front seats, GS wheel and instrumentation

TUNES:

Super Fringe AM radio

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\$995

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 - Height Adjust, Std to Slammed
 - **2 YEAR WARRANTY**
- Also available front only - \$795

\$1595

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EA Live Axle - AU III IRS



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 - Suits Live Axle or IRS
 - Custom Kings Rear Coil
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- Also available front only - \$795
Also available rear only - \$895

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THE STRESS TEST

A CAR THAT SHOULD
NEVER HAVE BEEN
BOUGHT BECOMES AN
INSTANT CLASSIC

PICS: ERIC TANG



David George (40-ish) is the owner of this incredible XC. He originally picked up the XC for \$12,500, but has since spent around \$40,000 on top to produce what you see before you. It's been around three years in the making, finally coming into some kind of completion around April this year—much to the delight of both David and his wallet. It didn't, however, start well...

Says David, "I paid too much for the car. I listened to the story and didn't inspect the old fella's car as well as I should have. It was originally blown and I was told it had been taken to bare metal before spraying. The car looked great from five metres with

12-slotters, 351 and 9in. I couldn't afford an XA/B GT, so this was the next best thing."

David got home to find rusty doors, guards, boot and more. It overheated and wouldn't pass rego. A friend, Steve, came over and two days later the car was a shell with no idea what it was doing. David began to read forums (always a dangerous pastime) and started night welding and panel-beating courses. "I did as much as I could myself, including stripping the entire underside and front of the car to bare metal. It took three days and two grinders.

"My dad mentioned Markos Smash Repairs where I met Steve, Marko, Dylan and Tony. I think they felt sorry for me. Steve wanted to do a silver car and, to be

honest, I was just stoked somebody was taking an interest in the car."

The plan was set. With new doors, David painted the underside and front end himself and dropped the car for rust repairs. It was then onto restoring the suspension. A friend, Mark, offered to do some powder coating. He probably regrets ever offering, as he did the diff, suspension and engine powder coating.

While all this was going on, David was pestering mate Kit Hunter at Hunter Engineering about motors. "This went on for about a year, at which time via a mate (Greg) I heard about a BK motor for sale. I went and picked it up with 4in of dust on top.



Kit stripped it down and gave me the green light. Bill at BK suggested a new set Crower Severe Duty roller lifters. The motor inside was like new. Kit machined and fitted a new intake to get it under the bonnet (just). He was an instrumental part of the build, advising me on everything.”

Once the suspension was finished it was back for paint. David contacted Simon Aldridge of Maryborough and sent all his stainless through for restoration. “He did an amazing job and was a gentleman helping me out. Steve returned my car painted and I

commenced fitting it out. I have never built a car, so it was agony. I constantly hassled Kit and Graham LeLievre for advice.”

With the motor fitted, Mick finished a custom C10 build with all the good stuff, including PA reverse pattern valvebody, billet servos and planetary gearset before Steve bolted it in. The car then went to Gungahlin Auto Group where Roberto made a custom exhaust up to fit the new set-up using factory hangers and intricate mandrel bends. “His workshop is like a hospital theatre and he also ended up doing all the wiring with help from their auto electrician Bill.”



David wanted the interior to look standard, but ah, new, if you catch our drift

“IT HAS BEEN A JOURNEY OF HIGHS AND LOWS, AND I’M STOKED I WAS STUBBORN ENOUGH TO SEE IT THROUGH”





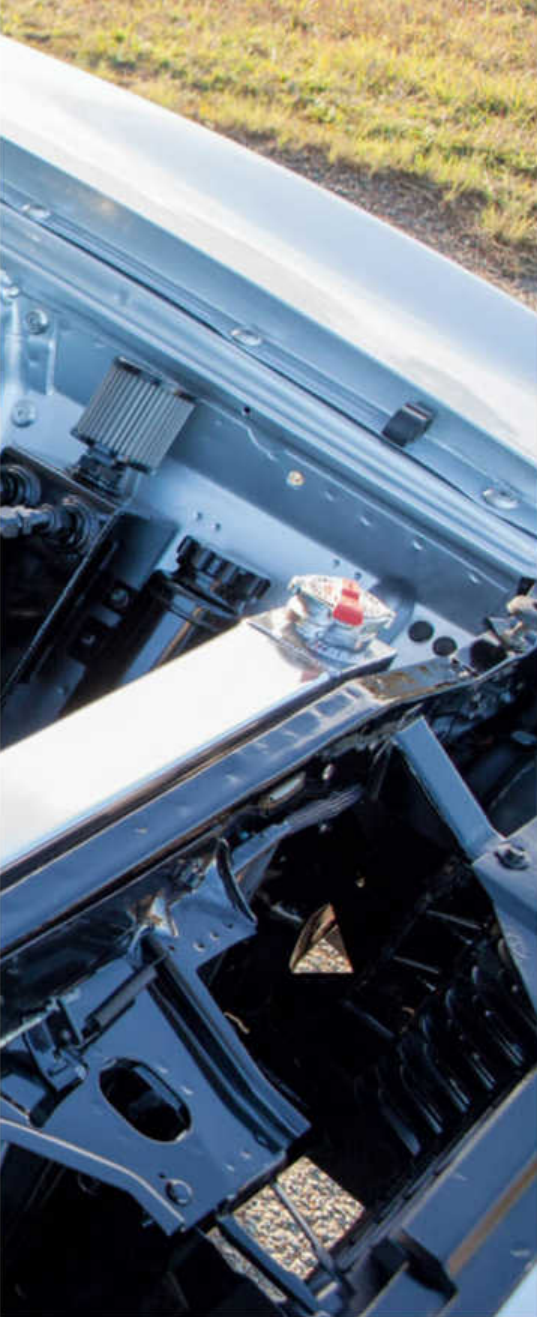
David lost 5kg in two weeks from stress building up the car





"I DID AS MUCH AS I COULD MYSELF, INCLUDING STRIPPING THE ENTIRE UNDERSIDE AND FRONT OF THE CAR TO BARE METAL. IT TOOK THREE DAYS AND TWO GRINDERS"





Endless small bits and bobs followed, including Aeroflow fittings and Teflon hoses, before Ethan looked after the interior. David wanted it to look factory... but not. After 24 years of deliberation, he finally also got his Simmons wheels, too. "I wanted black until we tested these thanks to Vince of Injekt. Once they were on, they weren't coming off."

Kit dyno'd the car where it made 356rwkW on PULP. There's a lot more to come though thanks to some new mods, with a trip to Sydney Dragway once the race-specific suspension is finished. "Through all this my wife Claire has been my rock. She was 110% supportive and positive at all times even when I wanted to burn it. My kids love it and love driving in it as a family. You only live once and I have dreamed of owning a car like this and building it with my friends forever. I now pit-crew for Kit's 7ses drag car with Graham and have made life-long friends. It's not just a car. It has been a journey of highs and lows, and I'm stoked I was stubborn enough to see it through." ■





"I COULDN'T AFFORD AN XA/B GT, SO THIS WAS THE NEXT BEST THING"

FORD FACTS

OWNER:

David George

VEHICLE:

1976 Ford XC GXL

PAINT:

Debeer Silver (Toyota colour)

STYLING:

Chrome and polishing work

ENGINE:

Manowar 9.5 Windsor V8

ENGINE MODS:

Block blueprinted and balanced, Scat H-beam rods, CHI 3V ported to make 240cc heads (flowed to 360cfm), heads polished, T&D valvetrain assembly, Comp Cams custom roller cam (266/50, 720 lift, solid), ARP stud kit, ASR oil pan, PWR radiator, CSR water pump, Spal cooling fan, Billet Tech 180A alternator, Aeroflow Gilmer pulleys, MSD 6AL digital dizzy, coil and leads, circuit Pro Systems Dominator carbie (1050), CHI single-plane 4500 inlet manifold cut down to fit under bonnet, R2C Performance 11x2in air cleaner, A1 Performance engine mounts

POWER:

356rwkW

EXHAUST:

1 7/8in four-into-one headers, twin 3in exhaust system with 5in H-pipe and two mufflers

TRANSMISSION:

C10 Performance Auto reverse-pattern three-speed, Dominator 8in stall convertor (5000rpm), 3.5in chromoly driveshaft with 1350 Strange yokes, 31-spline Moser axles

DIFF:

9in Strange diff, Daytona pinion support, Tru-Trac centre (3.9)

SUSPENSION:

Lowered coil and strut front with Pedders springs and shocks, King Springs Ultra Lows rear with Pedders shocks, returned to manual steer box to clear exhaust

BRAKES:

Slotted DBA T2 rotors front and back, PBR rebuilt calipers front and rear, Remsa brake pads, new lines, master cylinder and booster

WHEELS/TYRES:

20x8in front and 20x10in Simmons

wheels, 'Sh*t' Carbon Series tyres 225/35 front and 275/30 rear

INTERIOR:

SAAS Classic front seats, GXL rear seat, XB GT headlining, NOS dash pad, black XB GT vinyl in GXL pattern re-trim

TUNES:

Standard

ANYTHING ELSE:

Custom bracing, cut-out of gearbox X-member

COST:

\$50,000

WHO'S RESPONSIBLE:

Kit Hunter at Hunter Engineering (0412 000 870), Steve at Marko Body Repairs (6241 3088), Roberto at Gungahlin Auto Group for the exhaust and wiring (6255 7822), Mick at Tuggeranong Transmission and Brake (96293 1802), Mark for powder coating, Ethan for the interior, Differential and Mechanical Services (6282 5678, Greg for pushing me to build the motor I wanted, Graham for his constant advice and help, Simon Aldridge at Stainless Repairs (0416 579 573), Albury Electroplaters for the bumper bars (6021 1205), Bill at BK Race Engines for advice



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PHILIPS

MUSCLE ON THE MOUNTAIN



Nick Zorbas unleashing the ex Bathurst '69 GT Falcon down the straight to an impressive top speed of 126.5mph

This was a moment that would possibly never happen again, two cars from the 1969 Bathurst race meet again in the exact same place where they fought it out 46 years earlier



WE TOOK A TRIP WITH THE
GUYS FROM THE GRAND
TOURER MUSCLE CAR CLUB
UP TO BATHURST FOR THE
ANNUAL FLYING FIFTH

WORDS BY MATT LUDGATE
PICS BY MARK PEPPER



For years now I have hear about an event held at Bathurst called the flying Fifth and by all reports it was a must see for any car enthusiast. The Flying Fifth has been held for many years and consists of driving your car down Conrod Straight over a 1/5th mile to see how fast you can go and when an invitation was offered from the guys at the Grand Tourer Muscle Car Club I jumped at the chance to join them.

With an early 6am start on a cold and wet Sunday morning I was surprised at just how many muscle cars arrived at the meeting point ready to head up through the mountains for an early morning cruise. A lot of muscle car owners like to baby their cars and refuse to take them out at the first sign of rain however the Grand Tourer guys believe in driving their cars the way they were intended.

Upon arriving at the track we made our way to the back of the pit area where the drivers headed over to have their cars

scrutineered before lining up to make their way up to the top of the mountain. We and many others drove over to a viewing area where we could get a good viewing where we could see the cars coming into "The Chase" at the end of Conrod Straight.

The event is open to all makes and models of cars however it was the sound of a V8 singing at high revs that was what we wanted to see and we were not disappointed as many Holdens and Fords made their way down the straight chasing a high top speed. Quite a few of the Grand Tourer members had entered their cars and it was great seeing some very rare pieces of Aussie muscle hitting the redline as they sped past us and from tough street cars to irreplaceable ex race cars there was certainly no shortage of horsepower.

At the end of each session a list goes up where drivers can see their top speed and if they want head back up the mountain to see if they can improve their top speed, basically heaven for speed freaks. ■

When Leo DiNatales bought his XW GT as a project he thought he had found himself a clean and genuine car for himself to restoe. Imagine his surprise when he found out that this car was in fact a genuine Bathurst race car and not only that it was the only auto transmission car to enter that year. After making this discovery he embarked on a complete restoration from top to bottom returning it back to its'69 Bathurst livery he has not stopped enjoying it since.

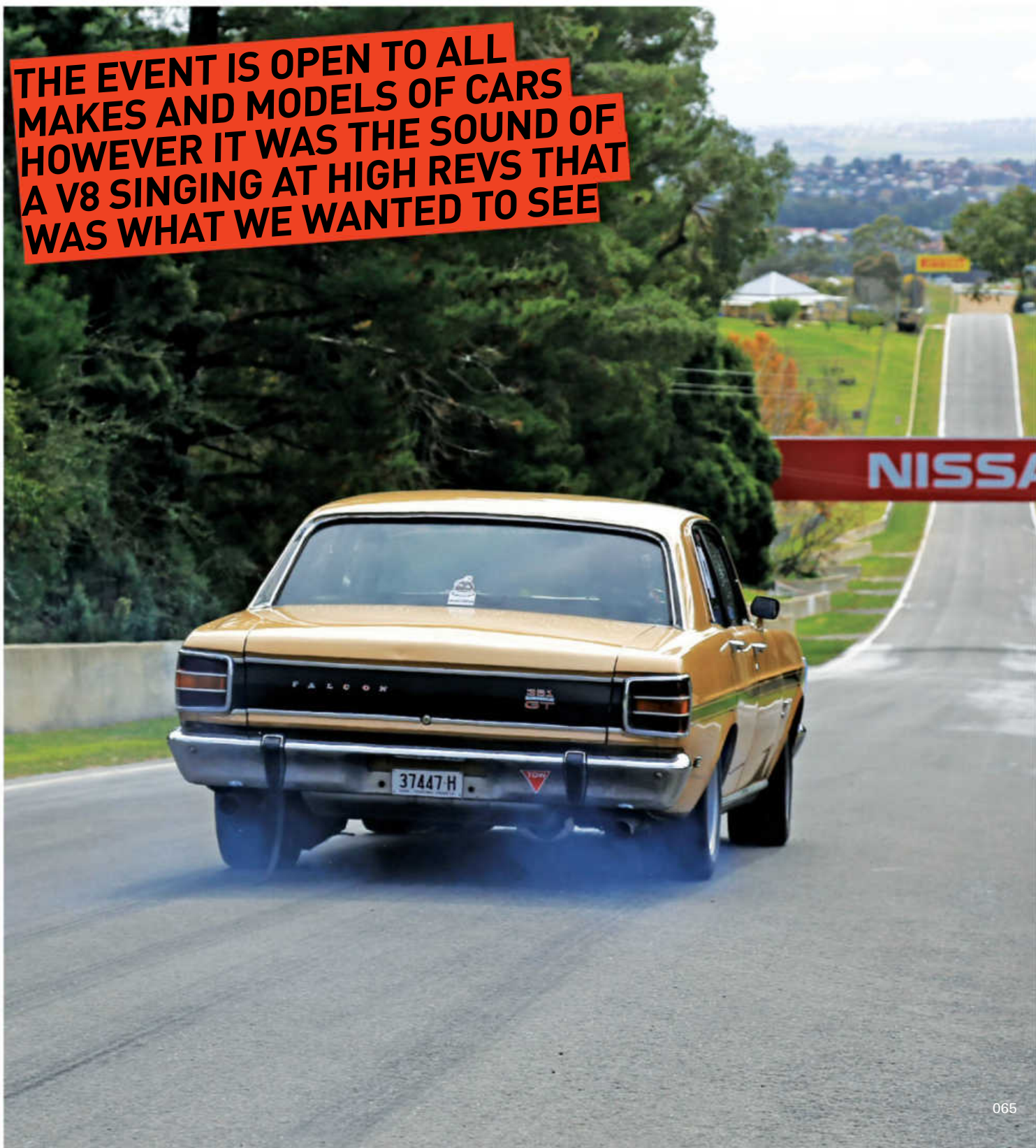


This purpose built XE Falcon was easily the loudest car to come down the mountain on the day





Con Alexpoulos attended the day in his immaculate Wild Plum XA GT and even with a fuel issue still managed an impressive 131mph



**THE EVENT IS OPEN TO ALL
MAKES AND MODELS OF CARS
HOWEVER IT WAS THE SOUND OF
A V8 SINGING AT HIGH REVS THAT
WAS WHAT WE WANTED TO SEE**



In 1969 a privateer called Mike Savva entered a brand new XW GT HO into the Hardie Ferodo 500 and after the race returned the GT HO back into a street car and sold it off. For many years the car lead an interesting life with several owners which included being stolen and the whole time no one knew of its interesting history until current owner Nick Zorbas discovered the car and returned it to its Bathurst livery.

Not one to let his cars sit idle on display Nick and the original owner Mike took the car back to the mountain where Nick launched it down the mountain to a top speed of 126.5mph





**THE GUYS FROM THE GRAND
TOURER MUSCLE CAR CLUB
ARE NOT AFRAID TO DRIVE
THEIR CARS THE WAY THEY
WERE INTENDED**





This was one very sinister looking Shelby styled Mustang and sounded as tough as it looked too

after lunch there were slow parade laps for all remaining Falcon GT Nationals entrants with passengers encouraged to participate. Untimed laps then resumed for the remainder of the afternoon.

Meanwhile off-track, but still at the track, there were again trade stalls, lots of mingling, and more looking at GTs (both parked and out on the track). From 3:00-4:30pm there was also a swap meet behind the racing circuit's pit garage complex for event entrants only.

Win on Sunday was actually a true statement for many, since that evening was for the presentation dinner, also held in the auditorium. This was the most formal occasion of the event and everyone's attire matched. It also featured a catered 3-course meal with a drinks package included, background music playing and Michael Burke as the MC, with lots of trophies handed out and many short speeches given.

MONDAY

Monday morning drew the event to a close with a farewell barbeque breakfast and then it was time for everyone to start making the journey home, which for many would be long and for those from places as far away as WA, NT and Qld would definitely take more than a day to complete.

The 17th Falcon GT Nationals is destined to return to Perth, WA in 2017. The event rotates around the country but each state only gets the chance to host it once every ten years, so if you will be near Australia's western-most capital over that Easter break you should definitely consider going as spectator, unless of course you're planning on entering a vehicle. ■

Steve Parashis bought his genuine XT GT 39 years ago for \$2800 as his first car and became quite heavily involved in drag racing until someone told him he should have a go at the flying fifth. Steve had never heard of such an event but in 1985 he decided to head to Bathurst to check it out from there he was hooked and has not missed an event since with this year being his 30th year.

We think that attending the same event for 30 consecutive years in the same car no less is quite achievement and well worth a mention and after talking to Steve he has no intention in stopping anytime soon.





John's 1972 XA GS has been in his possession since 2007 and in that time has seen the original 302 V8 upgraded to 351ci with a swag of headwork. Running through the original Top Loader 4-speed John has fitted a 9-inch diff with a 3.9:1 LSD centre which has helped the car to run a 12.8 quarter mile



Dennis Kondonis knows his XA GT Falcon better than anybody as he has owned the Yellow Glo sedan since 1985. Back in the '80s and when 1970s muscle cars were affordable 17yo Dennis forked out \$5500 for his dream car complete with long range tank and popular for the time big chrome 12 slotters. Over the years Dennis had a lot of fun with the car which has seen him engine rebuilds in order to see it produce some good horsepower.

As you can imagine the GT or "Zante" as its known is part of the Kondonis family and is enjoyed by the whole family and obviously is not leaving their possession anytime soon. On the day Dennis ran a top speed of 126mph with the Cleveland singing a very sweet tune through its twin pipes.



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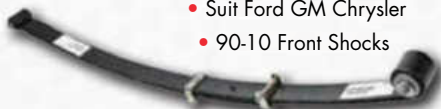
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Use clamps to keep section together to get the best spot weld possible

WORDS & PICS BY HOWARD ASTILL

METAL MAGIC

RIDE SHOTGUN AS WE TACKLE PANEL REPAIR ON AN XBG7

Old repairs and rust have taken their toll



Bronze repairs are best removed as the MIG hates it



The factory Ford sealant is a rust trap

One of the fundamental problems with the Falcon coupe has been the rust that is found anywhere that Ford used body sealer during construction. In addition the leaking of the rear windscreen seal into the parcel shelf and rear floor areas finds most coupes rusting in these areas. In this instalment we will address the rear tail panel and floor sections of the boot area utilising repair section available from Astill Design. These sections have been used by Astill Design and we now offer them for sale through our Facebook page.

This particular coupe has had the rear quarters removed for more repairs that we will cover in a latter article. The first step is to establish how far we need to go back before starting to get it all back together. As with most cars that are around 40 years old someone has been there before you and this coupe was no exception with many substandard repairs completed with a lot of bronze or braze used. This makes using the MIG or TIG welder very difficult, so if I have to work in those areas I try and get rid of any of the gold stuff first.



Use a flapper to highlight the spot welds



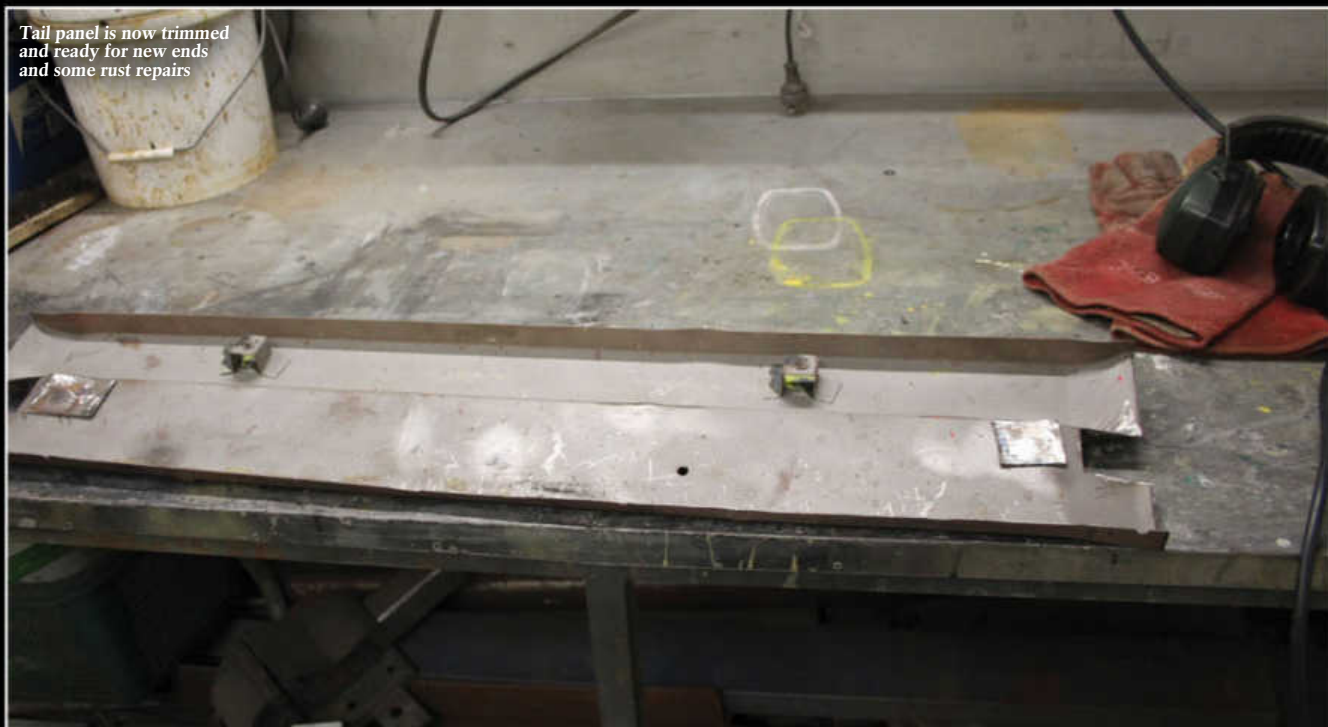
Test fit the replacement before cutting anything



Clean up and seal inside the rails with a good rust preventative product



We are ready for the new panel



Tail panel is now trimmed and ready for new ends and some rust repairs

New ends and top return being TIG welded in place. Keep things cool with compressed air as you go

Nice factory finish

Trial fitting the taillight panel

Dummy fit all the time to avoid making mistakes

Plug weld with the MIG, use as much amps as it will take for the best penetration

'I USE A COMBO OF MIG, TIG AND SPOT WELDS'

Before I remove the rear panel I like to get the car set up on 4 chassis stands with the front level across the panel below the radiator using a spirit level that is around a metre long. I then check the rear to see if there is any twist in the rear rails. I have experienced them being out up to 15mm across the back due to old repairs. Once I have determined that's all good I remove the rear panel and go about putting the new sections into place each end. The top rail is traditionally badly rusted so we replaced that as well.

While the tail is off we remove the floor sections. Place the new floors over the top to get an idea what needs to be removed, if you run a 40 grit flapper across the old floor you will pick up the spot welds that will need to be removed. I drill them out with a spot weld drill (a flat faced drill designed to remove just the top section of metal). I use a combination of spot welder, MIG for the plug welds and TIG to join the panels together (MIG works fine but TIG is cleaner with less pin holes and clean up plus a stronger joint)

Once everything is removed I like to get the area cleaned up and primed with a weld through primer and check alignment with panels before anything is welded. Cleco's are a great tool for keeping things in place while setting up.

Once I have the floors tacked in I add the bumper bar braces and do a final check with the tail light panel before welding it all up. Keep in mind the amount of heat you're generating and keep things cool with compressed air as you go.

Keep things neat as you go by cleaning up welds with a 40 grit flapper disc on a 100mm grinder and you can achieve an effective factory look with minimal filler required. Check out the pics and captions to get an idea of the work involved. ■



TIG welding the floor sections in place, take your time and keep the heat to a minimum



Trial fit quarter panels



All welded ready for clean-up with a 40 grit flapper disc



Top welds were plugged as the spot welder couldn't reach then grind down with 40 grit



Paint overlaps with
weld through primer

I weld over the
old spots as it's a
double panel on
the rails

'THE FACTORY FORD SEALANT IS A RUST TRAP'

MIG, TIG and spot
welding to get that
factory finish

No rust here any more

All cleaned up,
notice the wire loom
tabs in place now

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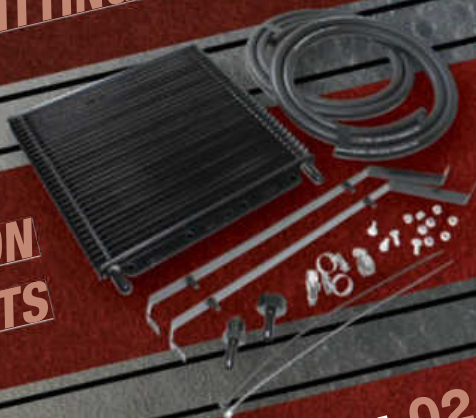
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**PRACTICE
MAKES
PERFECT**



There is an old rule that says the more you do something, the better you get at it. While it's true in life, it's doubly true when it comes to creating custom trucks. The experience you get with each new build makes the next one go together easier, quicker, and generally produces a better, more innovative finished product.

The beautiful 1964 F-100 in the photos is Scott Young's tenth custom truck and his best one yet. Scott is a homebuilder in Hickory, North Carolina and has always loved vintage pickups. He started out as a Chevrolet guy but began seeing too many Chevys at shows and decided to switch to Fords. He jokes by saying in the early days, he entered a show with twelve vehicles in his class and he'd finished fourteenth. We know for a fact that he is doing better now, with a huge collection of Best in Show trophies attesting to his talent.

AFTER GAINING EXPERIENCE ON
PREVIOUS PROJECTS, 10 YEARS IN THE
BUILD PRODUCED THIS STUNNING AND
HIGHLY-CUSTOMISED 1964 F-100

WORDS AND PICS BY JOE GREEVES

CONSTRUCTION

Scott likes to start with the best possible truck and improve it from there. He found this all-original truck with only about 45,000 miles on it, making it the perfect candidate for an upgrade. His latest Blue Oval began with the goal that Scott's had for a long time. "I wanted to climb the ladder where the big boys were," he said with a smile. In this case however, getting to the top meant starting at the

bottom, reinforcing the F-100 chassis to accommodate the big new power plant.

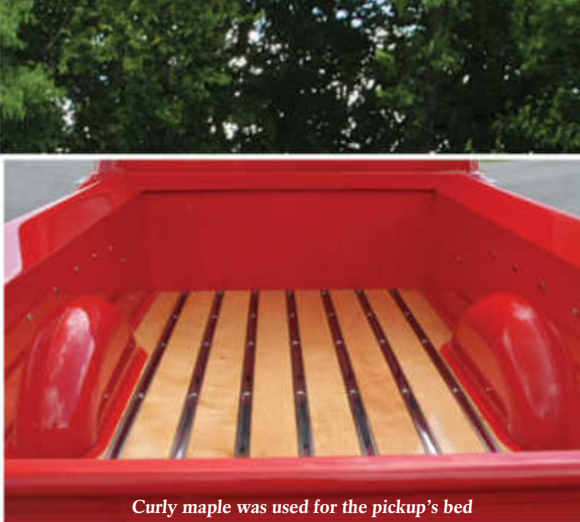
Work began in earnest with boxing the original frame rails, adding cross members and a C-notch, routing the fuel lines inside the frame rails, then updating the suspension. Up front, the truck uses a Fat Man Mustang II front end with rack-and-pinion steering along with disk brakes and Carrera coilovers on all four corners. In the rear Scott chose a No Limit Engineering 4-link to hold the chromed 9in

Ford diff which has a Detroit Locker, 4.11 gears and Moser axles.

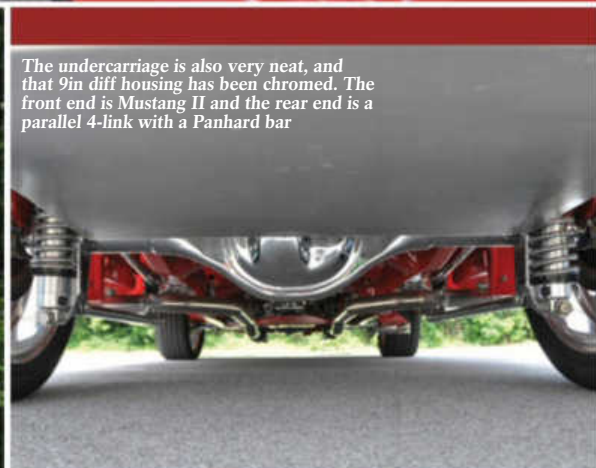
The truck rolls on 20x10.5in Billet Specialties forged Vintec Dish wheels in the rear with 18x7.5in versions up front, giving the truck a just-right rake. Goodyear Eagle tyres put the power to the ground. And, there is plenty of power to deal with, thanks to the 460ci Ford Racing Performance Parts crate motor under the hood. It runs a 750 Holley, aluminium Cobra Jet heads,

The Mercury tailgate was found at a swap meet over 30 years ago

WORK BEGAN IN EARNEST WITH BOXING THE ORIGINAL FRAME RAILS, ADDING CROSS MEMBERS AND A C-NOTCH



Curly maple was used for the pickup's bed



The undercarriage is also very neat, and that 9in diff housing has been chromed. The front end is Mustang II and the rear end is a parallel 4-link with a Panhard bar

roller rockers, an MSD ignition and Jet Hot coated Hooker Headers that feed 2.5 inch straight pipes exiting at the running boards. No mufflers get in the way of this truck's ominous performance rumble.

Multiplying the power is a C6 automatic with NASCAR internals and a 3500 stall speed. The underside of the hood was modified with all the internal bracing reshaped and welded smooth. Smooth inner fender panels and firewall help to showcase the motor.



PRESENTATION

Once the power train and chassis were complete, Scott turned to the body with a simple premise in mind. "Everything we do, we do clean and neat." His clean-up efforts began with removing the drip rails and side view mirrors, then welding all the seams on the cab. Door locks and emblems were also trashed and the cowl vent welded shut.

The rear fenders were cut and widened two inches to help accommodate the fatter tyres. Corresponding changes were made up front with the front fenders trimmed for a closer fit around the tyres. The grille is one of the few things that remain original because Scott really liked the design, although he sanitised the area around the grille by removing the FORD letters and eliminating the bolts on the front bumper.

Interesting touches include reproduction taillights and the wiring hidden inside a household plumbing supply line, bent precisely to fit. Both the front and rear bumpers were tucked in closer to the body to enhance the original design. The new Dan Carpenter bed was fitted with

curly maple, stained and finished in Scott's driveway, then locked in place with traditional stainless steel strips. Don't let that unique Mercury tailgate fool you; it's an item he found at a swap meet almost 30 years ago.

Moving inside, the bench seat with its fold-down centre armrest comes from an '89 Ford truck. The seat style is one of Scott's favourites and he has adapted one to most of his past vehicles. The door panels were modified, turning the factory panel upside down and adding a unique set of armrests. Scott re-purposed handles from a microwave oven and modified them to fit, then upgraded the manual windows with electric versions.

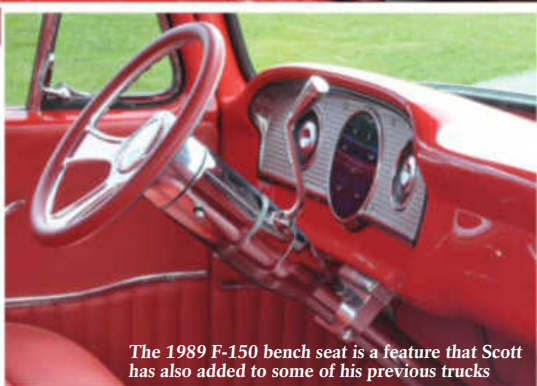
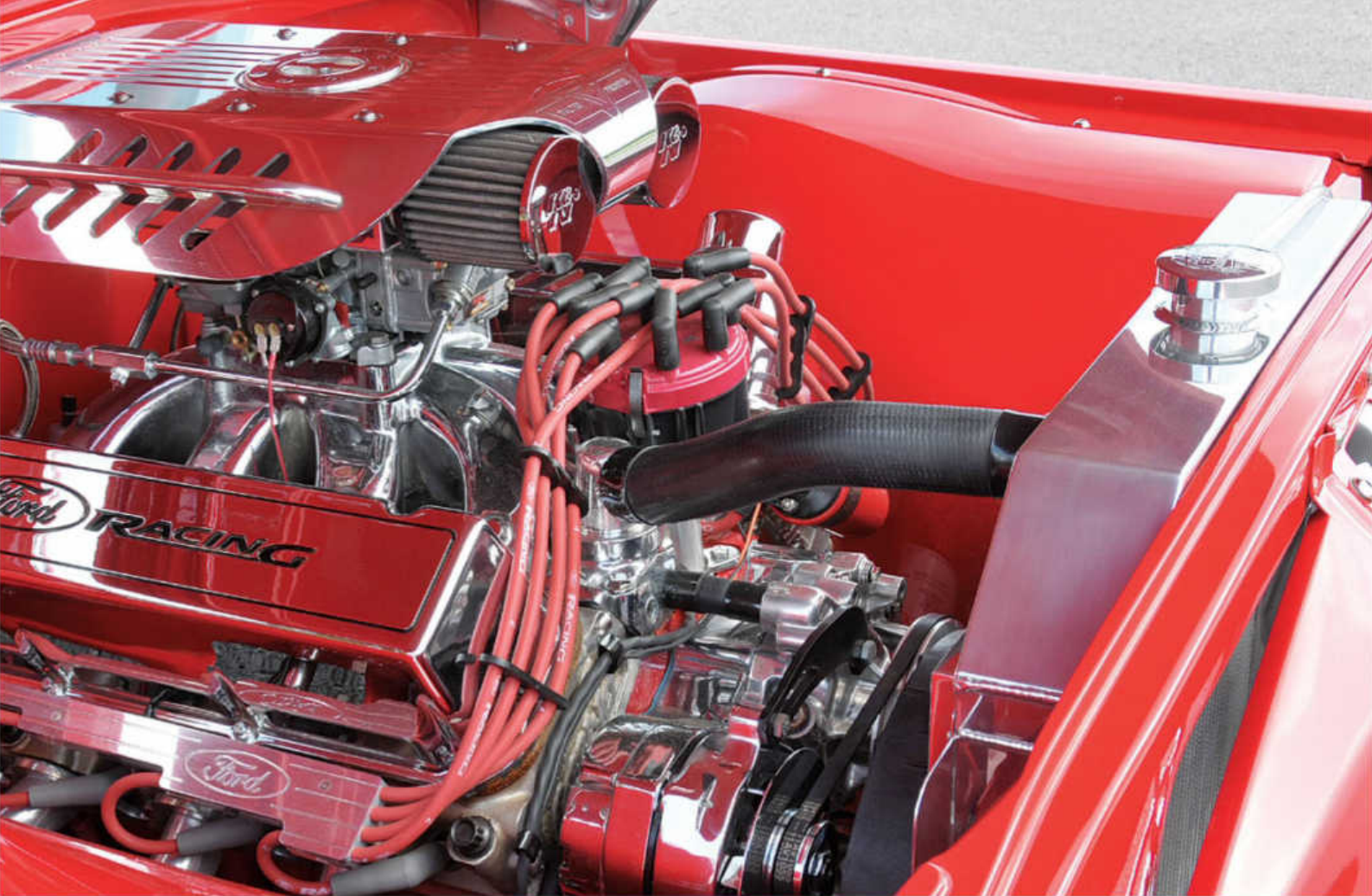
Enjoying the hands-on connection, Scott chose a Billet Specialties steering wheel that's a match for the road wheels and turns on an Ididit column. Accelerator and brake pedals are from Lokar and the centre gauge cluster in the smoothed dash provides modern monitoring, courtesy of Dakota Digital. Scott left the two factory medallions on either side as a design element.

The upholstery is a work of art, using rich red Italian leather on the

The powerplant is a 460ci crate motor from Ford Racing Performance Parts with Cobra Jet alloy heads and other goodies, and then it wears a number of dress-up items. Made using a remanufactured block as the basis, these are no longer available from FRPP

THIS IS SCOTT YOUNG'S TENTH CUSTOM TRUCK AND HIS BEST ONE YET

Note the Dakota Digital instrumentation, the Billet Specialties half-wrap wheel on an Ididit steering column, the Lokar pedals and how the Torch Red leather upholstery also covers the floor



The 1989 F-150 bench seat is a feature that Scott has also added to some of his previous trucks

seats, door panels, floor, and headliner, stitched by the experts at Custom Carswell in Hickory, NC. And there is “no stereo needed” says Scott, “the motor makes all the music I need.” And the final step was paint, a deep General Motors Torch Red, sprayed by his good friend, Tony Sigmon.

THANKS

Since great trucks don't occur in a vacuum, Scott sends special thanks to his wife Abby and sons Adam and Jacob Young, as well as to James Carswell, Tony Sigmon, Tim Ashebraner and Jim Little along with the folks at S&H Chrome for their involvement with the project. ■



FORD FACTS

OWNER:

Scott Young

VEHICLE:

1964 Ford F-100 2-door

PAINT:

Torch Red (PPG)

STYLING:

Shaved drip rails and door locks, custom door handles, reshaped front wheel openings, widened rear fenders and 4in wider wheel tubs, front and rear stainless bumpers tucked in closer to the body, curly maple pickup bed, fuel filler located in the bed, reproduction taillights with hidden wiring, Mercury tailgate

ENGINE:

Ford V8, 460ci

ENGINE MODS:

Ford Racing Performance Parts crate motor (re-machined 2-bolt block, Ford Racing crank, rods, pistons, hydraulic cam, roller rockers,

valve covers, aluminium Cobra Jet heads and polished single-plane manifold), 750cfm Holley carburetor, Walter prosper air cleaner box, MSD distributor and coil, Billet Specialties pulleys

EXHAUST:

Hooker Headers (Jet Hot coated) and twin 2.5in system with rectangular side pipes (no mufflers)

TRANSMISSION:

C6 3-speed, 3,500rpm converter, B&M shifter

DIFF:

9in, Detroit Locker, Moser axles, 4.11:1

SUSPENSION:

Fat Man Mustang II front end, Flaming River rack-and-pinion steering, No Limit Engineering parallel 4-link rear end and Panhard bar, Carrera adjustable coilovers front and rear

BRAKES:

Ford Granada discs and calipers front and rear

WHEELS/TYRES:

Billet Specialties Vintec Dish 18x7.5in and 20x10.5in, Goodyear Eagle RS-A 235/50 and 295/40

INTERIOR:

1989 F150 front bench with fold-down centre, modified door linings Torch Red leather upholstery (including floor and headlining), smoothed dash, Dakota Digital instrumentation, Billet Specialties half-wrap wheel, Ididit steering column, Lokar door releases and pedals, custom door handles, power windows

TUNES:

"The motor makes all the music I need"

WHO'S RESPONSIBLE:

Wife Abby and sons Adam and Jacob Young, James Carswell, Tony Sigmon, Tim Ashebraner, Jim Little, and S&H Chrome

**SCOTT HAD
A SIMPLE
PREMISE
IN MIND.
"EVERYTHING
WE DO, WE DO
CLEAN AND
NEAT"**





Valvoline

MAN LIKE HORSEPOWER



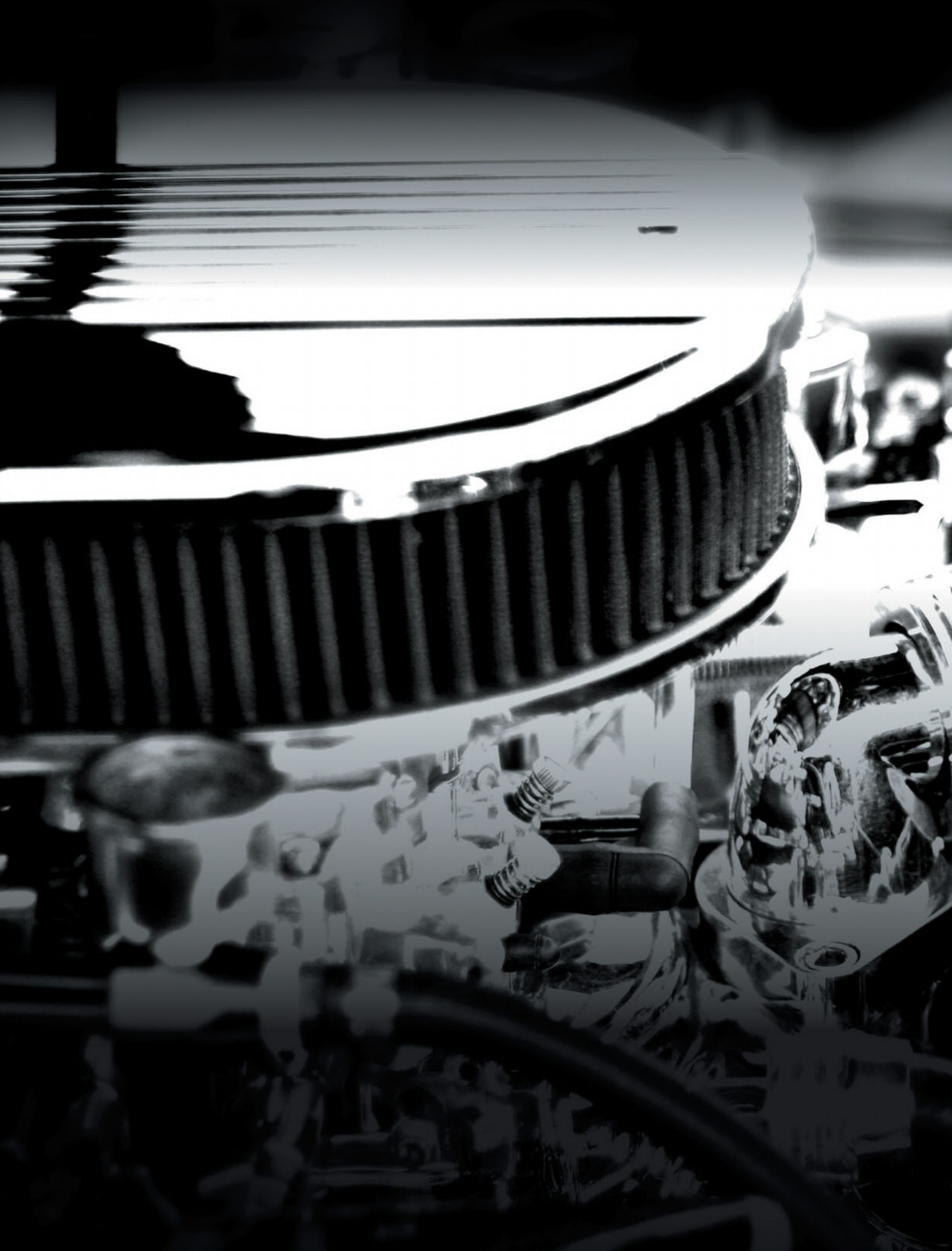
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468CI XD VAN

FLOHR I



TAGAIN

BRETT ERNST FOLLOWED UP HIS 11-SEC
460CI XA GT-TRIBUTE PROJECT WITH
THIS 10-SEC 468CI XD PANEL VAN

WORDS BY SAM HOLLIER PICS BY DANIEL WARD

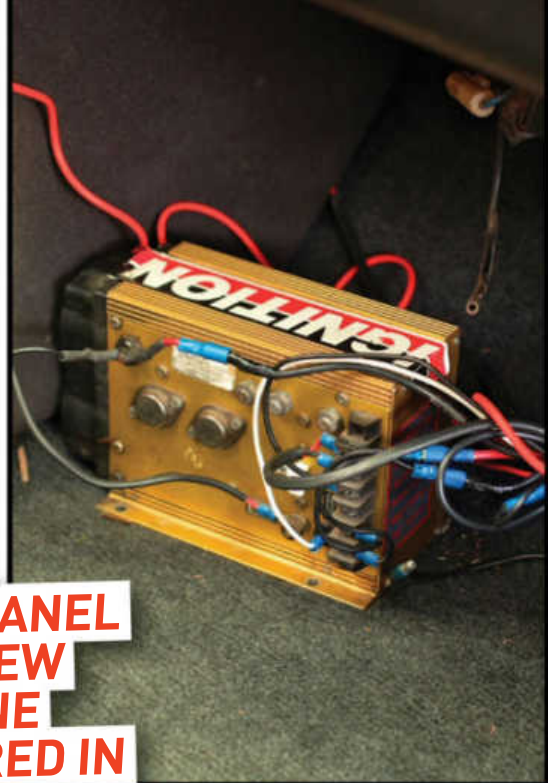


This 1981 XD panel van isn't Brett's first Cleveland-era Falcon that has been re-powered by a much bigger, and modified, version of Ford's 460ci V8. His previous toy was a red XA GT-tribute sedan that turned heads at events like Powercruise and ran 11.10@123mph on the quarter mile.

Many of the same people helped him build both cars and on the specs sheets the modifications look quite similar, but this van was built in a much shorter time frame and it ran even faster on the drag strip. Brett says his van was "purchased in August 2014, eight weeks before Powercruise and had it panel beaten, painted, new interior and engine done and registered in six weeks, two weeks earlier than we were hoping."

Going from a \$1,700 very used commercial vehicle into a completed and registered tough and tidy cruiser in just six weeks is already enough of an achievement to put most of us to shame, and then he went and ran an impressive number on the track as well, followed by driving it hard all weekend without issue or incident. In Brett's own words, "We raced it the Friday night at Powercruise 50 at Willowbank (Raceway) and ran a 10.9@125mph and then flogged the s**t out of it for three days with no major problems."

BRETT'S VAN WAS "PANEL BEATEN, PAINTED, NEW INTERIOR AND ENGINE DONE AND REGISTERED IN SIX WEEKS"



Corsair seats and custom upholstery brightens up the interior; the front part anyway, the back remains bare



Brett's XD van was turned from a \$1,700 ex-commercial into a tough and tidy 468ci-powered cruiser in just six weeks

MAJOR BITS

For the most part, the panel van body has simply been restored back to as-new condition. The exception to this, obviously, is the tall bonnet cowl and a very clean-looking shade of white paint normally found on a Toyota Hilux. This task was undertaken by Jason Seng of Jas Race and Restoration, and the engine bay was freshened up in the process.

As he had for Brett's XA, Dave Flohr at Dan Flohr Mechanical in Toowoomba built a tough engine based on the big 460ci Ford V8. This one got an overbore and oversize JE forged pistons included in its specs list to increase the displacement a little to 468ci.

The rest of the combination looks very similar to the XA on paper with another set of Scat H-beam rods, another Crow solid cam, more Trend pushrods and Howards roller rockers, the heads are another pair of ported cast iron jobbies, the manifold is another Offenhauser unit, the carby is from Proform but this one is a tad less big, and the ignition is from MSD again. Hey, if a combination works why make any major changes to it.

The exhaust features Tri-y headers, and a twin 3in system with an X-pipe and two Hooker Aero Chamber mufflers to suppress the noise to an acceptable, but still very intimidating and enjoyable, level. The exact level of power is unknown but since it's a couple of tenths quicker, and 2mph faster, than his XA, Brett estimates that it will also be a little bit over 400rwhp (the XA has shown 415rwhp and ran 11.1@123mph).



OTHER STUFF

The remainder of the drivetrain is quite similar to the old XA as well. And using a tried and tested combination from trusted sources no doubt contributed in a very positive way when it came time to beating a tight 8-week deadline by a whole two weeks. The transmission is a C4 3-speed rebuilt by Trevor at AT Automatics and the diff is a 9in rebuilt by Bob at CF Performance with a Detroit Locker centre and 4.11:1 gears.

The suspension is a pre-proven combination for this era of big Fords as well with 6-cyl front coil springs and softened rear leafs assisted by Caltracs

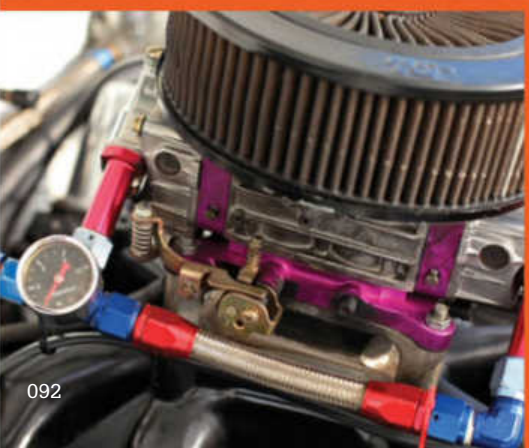
traction bars. The brakes received a straightforward upgrade too with XF alloy calipers for the front discs and earlier, but reasonably-sized, GT-spec drums in the rear.

The interior has been modified and reupholstered Chris Anscombe of Evans Trim Shop in Toowoomba, but it hasn't been turned into the stereotypical shaggin' wagon. In fact the cargo area remains as plain as a Bulgarian pinup with no lining whatsoever. The cockpit area however now has Ford Corsair seats and a mix of red and grey suede and velour upholstery. There are also Auto Meter readouts for the tacho, water temp' and oil pressure plus a B&M shifter for the transmission.

ALL DONE

In addition to its initial purpose of participating in Powercruise 50 Brett has been getting in his share of street-cruising kilometres. It is mod-plated and registered after all. And "I could not have built the car without the help of all my mates, especially Dave Flohr, Jason Seng and Chris Anscombe" Brett concludes. ■

**"WE RACED IT THE FRIDAY
NIGHT AT POWERCRUISE
50 AT WILLOWBANK AND
RAN A 10.9@125MPH"**





Dave Flohr built Brett another tough engine based on the 460ci Ford V8. This one is a tad bigger at 468ci and it makes enough power and torque to propel the van to a 10.9@125mph

FORD FACTS

OWNER:

Brett Ernst

VEHICLE:

1981 XD Falcon panel van

PAINT:

Toyota Hilux White (DeBeer 2-pack)

STYLING:

Bonnet cowl

ENGINE:

Ford 385-series (big block) V8, 468ci

ENGINE MODS:

Re-machined block and crank, Scat 6.605in H-beam rods, JE forged pistons (0.04in oversize), Total Seal rings, Crow solid cam, Trend pushrods, Howards solid lifters and roller rockers (1.73:1), ported cast iron heads, stainless steel valves, double valve springs,

Offenhauser Port-O-Sonic manifold, Proform 950cfm carburetor, MSD Pro-Billet distributor, Blaster 3 coil and Digital-7 ignition box

PERFORMANCE:

10.9@125mph

EXHAUST:

Tri-y headers, twin 3in system with X-pipe and two Hooker Aero Chamber mufflers

TRANSMISSION:

C4 3-speed, manual shift kit (reverse pattern), B&M shifter, Dominator 3,400rpm converter, GJ Driveline Services tailshaft

DIFF:

9in, Detroit Locker, 4.11:1

SUSPENSION:

Pedders shocks front and rear, 6-cyl front springs, lowered rear leaf springs, Caltracs

BRAKES:

Front discs and XF calipers, GT rear drums

WHEELS/TYRES:

Weld 15x4in and 15x8in,

INTERIOR:

Ford Corsair front seats, custom red and grey suede and velour upholstery, Auto Meter tachometer and gauges, missile switches

COST:

Unknown (\$1,700 purchase in August 2014)

WHO'S RESPONSIBLE:

Dave Flohr at Dan Flohr Mechanical in Toowoomba, Jason Seng of Jas Race and Restoration, Chris Anscombe of Evans Trim Shop in Toowoomba, Sowerby's Towing Toowoomba, Scott Cortina of Gazzard Bros Suspension, Bob at CF Performance, Trevor at AT Automatics, GJ Driveline Services



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